

VII. Recommendations

The recommendations listed below are based on the study findings as well as input received from the study Task Force, Technical Advisory Committee, ITD Management Team, and members of the public.

1. Incorporate the specific recommended improvements described in Section V. into future ITD STIPs.
2. Implement the recommended improvements as resources allow.
3. Obtain funding for the recommended improvements from all available existing and potential future funding sources.
4. Minimize the capital cost of transportation facilities, including the preservation of rights-of-way prior to project development.
5. Conduct more detailed feasibility and design studies as needed prior to implementation of the recommended improvements.
6. Implement the recommended improvements in a manner that avoids or minimizes:
 - Adverse impacts to the natural environment;
 - Land use displacements;
 - Impacts to historic, cultural, and institutional resources; and
 - Right-of-way needs.
7. When possible, improve shoulder width deficiencies to design standards at the same time other improvements are made.
8. Accommodate alternative mode improvements within roadway improvements whenever possible.
9. Avoid the installation of traffic signals in rural areas wherever possible.
10. Plan and control access to US 89 for both new and existing uses according to:
 - IDAPA 39.03.42, titled “Rules Governing Highway Right-of-Way Encroachments on State Rights-of-Way
 - Administrative Policy A-12-01, titled “State Highway Access Control”
 - “Access Management: Standards and Procedures for Highway Right-of-Way Encroachments”
11. Develop an access management plan for the portion of US 89 extending from the Utah state line to St. Charles. The plan should consist of a report and map establishing desired access outcomes that address both existing and potential future access problems. It should include detailed analyses of existing land use and traffic

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conditions, roadway geometrics, and site access that can be used for the development and evaluation of access alternatives.

12. Establish interagency agreements to coordinate land development and access management and define the roles and responsibilities of all involved agencies.
13. Construct multi-use paths according to ITD guidelines and standards where existing shoulders may be unacceptable to pedestrians or bicyclists.
14. Construct pedestrian facilities where warranted at points of development such as rural communities or local businesses or in recreational areas that result in pedestrian concentrations near US 89.
15. Consider impacts to the transportation system when reviewing land use plan amendments, rezones, and development proposals.
16. Update the corridor plan as conditions change or at least every five years.